

# Bremerton Economic Development Study

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# Overview

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# Background

**Origin:** July 7, 2004 Port of Bremerton Transportation and Economic Development Summit for SKIA

- **Issues:** Congestion, safety, economic development, lack of transit and non-motorized facilities
- **Funding:** Various parties = \$675,500

## Study Limits:

- SR 3: US 101 to Loxie Eagans Blvd
- SR 16: Sedgwick Rd (SR 160) to SR 3
- SR 101: SR 3 to SR 102 (Dayton Airport Rd)



# Study Goals and Objectives

- Identify transportation improvements needed over the next 20 years to support and enhance safety, mobility and economic development
- Identify and recommend transportation improvements that could be implemented as funding becomes available
- Work with local jurisdictions and tribes
- Engage citizens and underrepresented populations
- Develop broad-based support for recommendations.



# Stakeholders

- Allyn Community Association
- Bremerton Chamber of Commerce
- City of Bremerton
- City of Port Orchard
- City of Shelton
- Economic Development Council of Mason County
- Kitsap County
- Kitsap Economic Development Alliance
- Kitsap Transit
- Mason County
- Mason County Transit
- North Mason Chamber of Commerce
- Port of Allyn
- Port of Bremerton
- Port of Shelton
- Puget Sound Naval Ship Yard
- Shelton-Mason County Chamber of Commerce

# Public Outreach

## Activities:

- Project website and online comment form [www.wsdot.gov/Projects/BremertonEcon/](http://www.wsdot.gov/Projects/BremertonEcon/)
- Posters / materials at community locations
- Fairs and festivals (938 visitors)
- Agency Briefings

## What we heard:

- Build the Belfair Bypass
- Widen and install turn lanes, passing lanes, and signals
- Fix the Gorst bottleneck
- Provide bike and pedestrian facilities
- Fix Johns Prairie Road / SR 3 intersection
- Provide more and better coordinated transit service





# Safety Analysis (January 1, 2004 to December 31, 2008)

## Target Zero

- Directs WSDOT and other transportation partners to attain zero fatal and serious injury traffic crashes by 2030.
- Focuses on: Education, Enforcement, Engineering, EMS
- WSDOT utilizes:

### Collision Analysis Corridor

- 5 mile segment
- 11 or more fatal or serious injury collisions

### Collision Analysis Location

- ¼ mile analysis
- Last 5 years of collision data
- 6 or more Evident Injury Collisions
- 4 or more fatal and serious injuries

### Intersection Analysis Location

- list of prioritized safety improvement needs
- ranks the intersections by the societal costs
- generated from fatal, serious, and evident injury collisions at the intersection during a five-year period

# Safety Analysis (continued)

## Collision Analysis Corridor: SR 3 – From US 101 interchange to MP 5 (NE of Shelton)

- 402 collisions
- 4 fatalities
- CAC addressed by installing guardrails, shoulder and median rumble strips

## Collision Analysis Location: Lake Flora Road

- 35 Collisions
- 1 Fatality
- Potential improvements include:
  - additional delineation
  - additional illumination
  - right-turn treatment (taper, pocket, lane)

## Intersection Analysis Location

- SR 3/Werner Road – On/off ramps
- SR 3/Roessel Road
- SR 3/SR 202 Victor Cutoff Road
- SR 3/Pickering Road



# Traffic Volumes

## Average volumes (2008\*)

- Segment 1: 11,000 – 17,000
- Segment 2: 6,700 – 13,000
- Segment 3: 5,800 – 19,000
- Segment 4: 17,000 – 73,000

## Projected average volumes (2030)

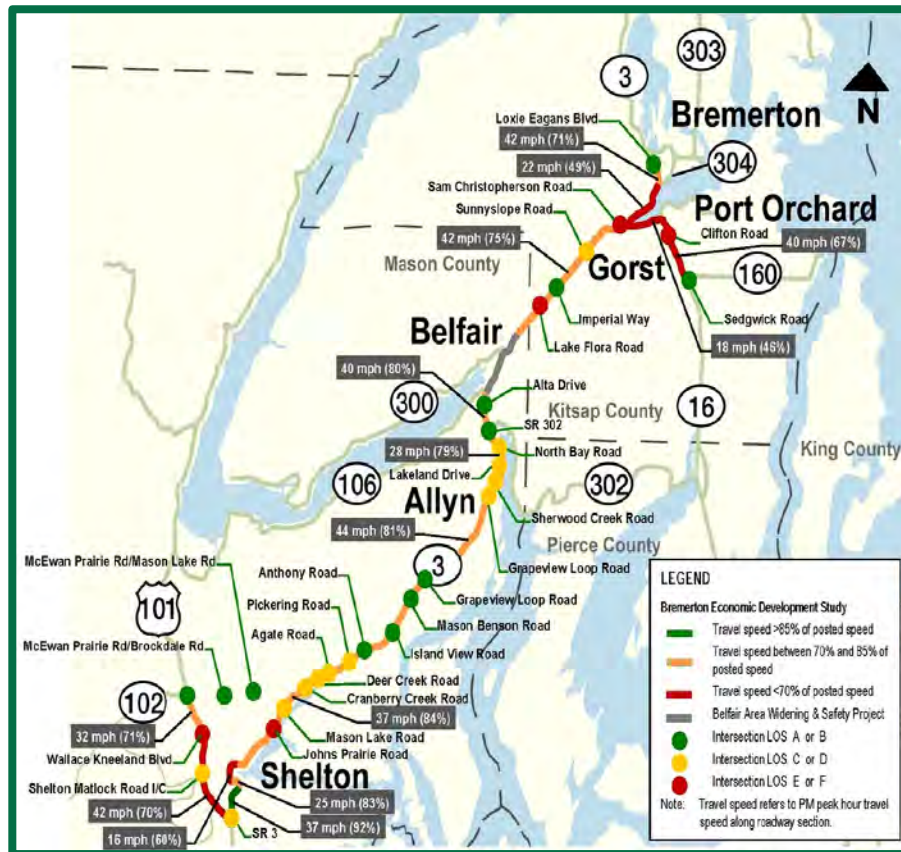
- Segment 1: 20,000 – 27,000
- Segment 2: 14,000 – 19,000
- Segment 3: 26,000 – 40,000
- Segment 4: 55,000 – 102,000

*\*based on 2006 WSDOT Annual Traffic Report*

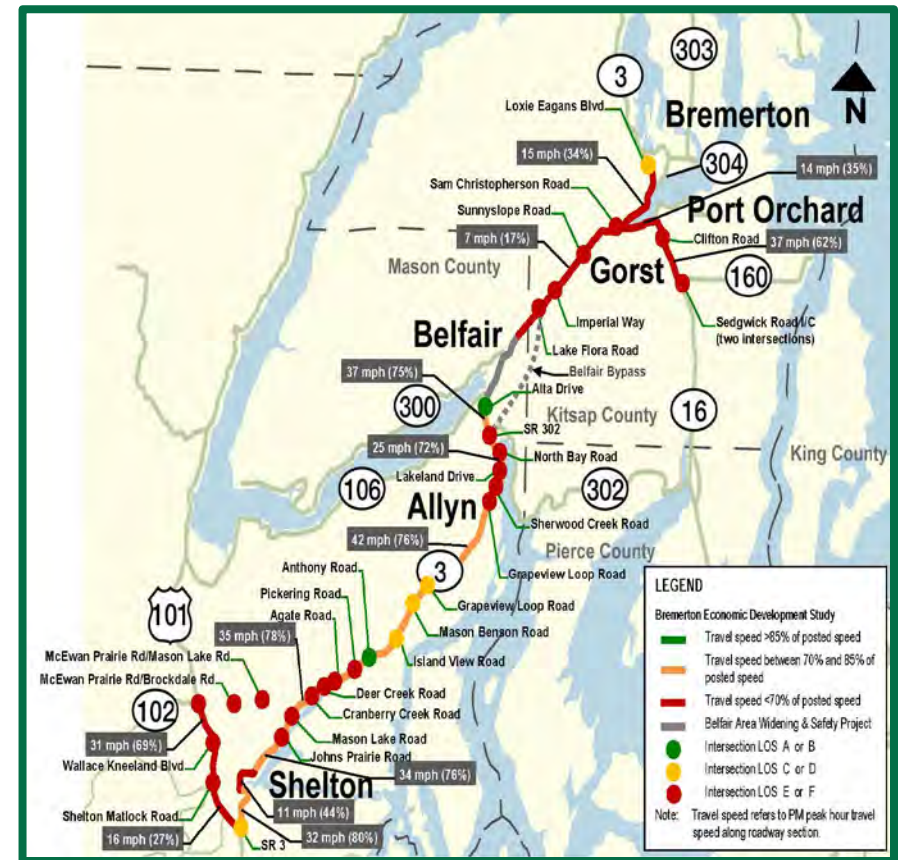


# Traffic Conditions

Existing Conditions - 2008



2020 Conditions – with no improvements





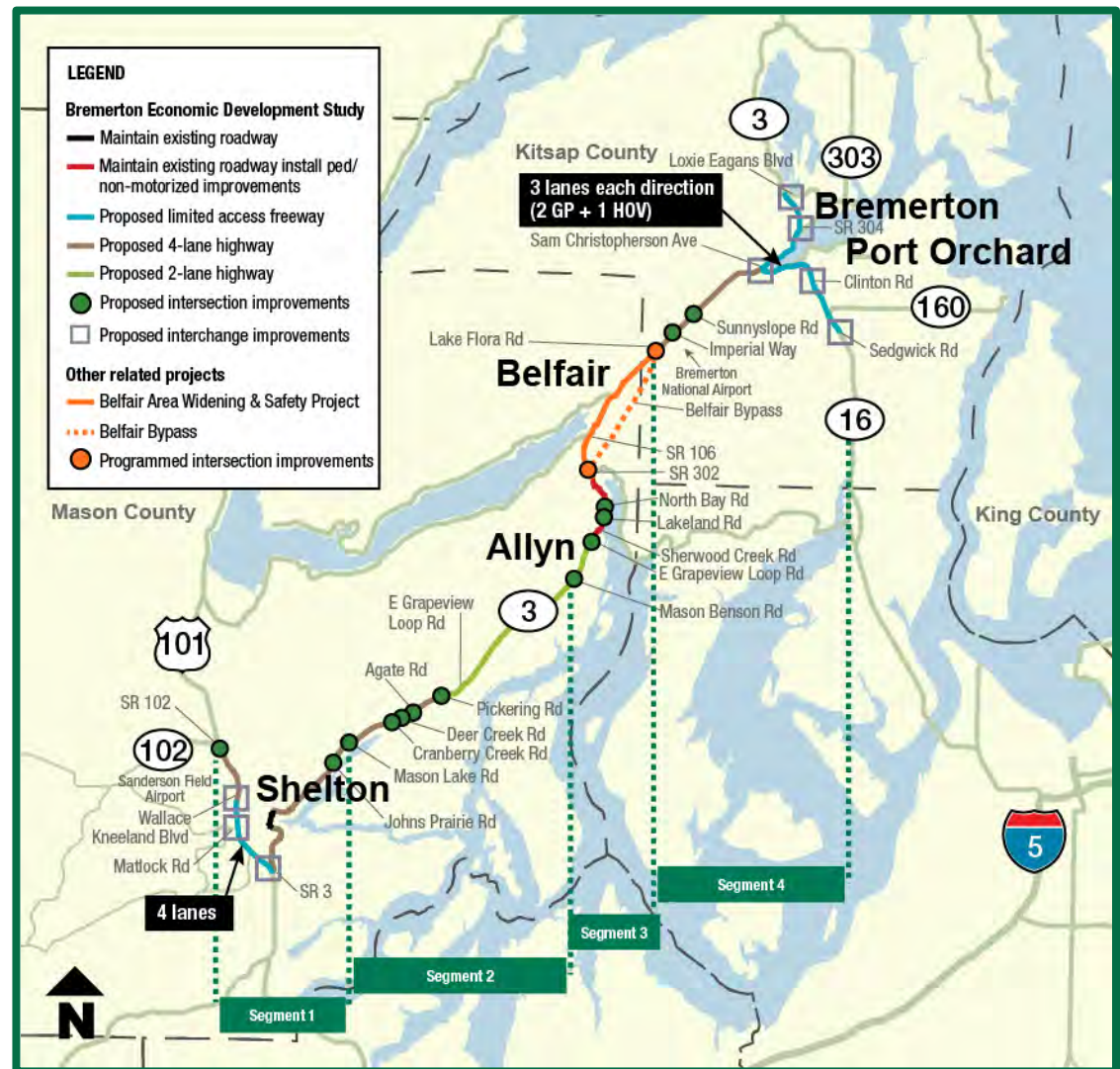
# Summary of Transportation Improvements

## Projects:

- 36 short-term projects
- 9 long-term projects
- Projects evaluated on safety, constructability, congestion, mobility, environmental impact
- Projects must compete against other statewide transportation needs
- Projects may be revised as traffic conditions change and more analysis is done as part of the project development process

### Cost Estimates:

**\$993 million** (2008 planning level estimates)



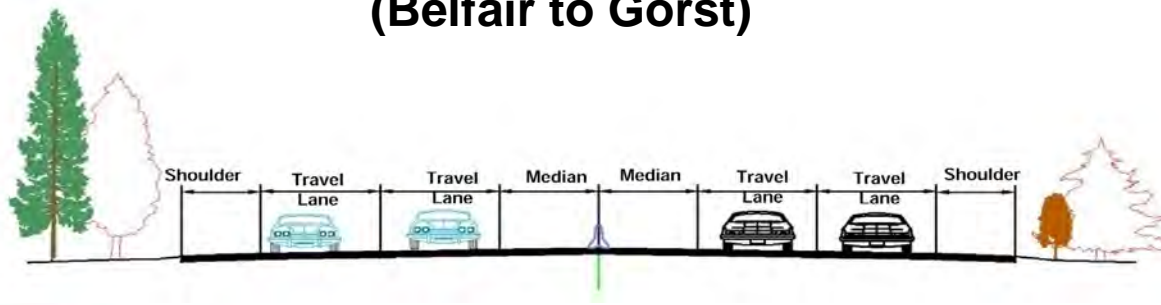
# What is the Vision for the Gorst Area?

## Section A: SR 3 from Belfair to Gorst:

- Widen to four lanes
- Inside and outside shoulders
- Rumble strips
- Improved intersections - as warranted
- Improved access management



## Typical Cross Section - SR 3 (Belfair to Gorst)



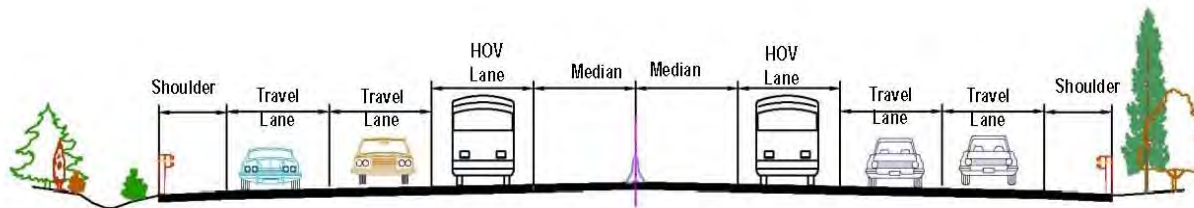
# What is the Vision for the Gorst Area? (continued)

## Sections B & C: Gorst to Loxie Eagans Boulevard Interchange and SR 16 from Gorst to Sedgwick Road Interchange -

- A six-lane, divided, limited access highway
- HOV lanes
- Outside shoulder rumble strips
- Improved access management



## Typical Cross Section - SR 3 & SR 16 (SR 3 – Gorst to SR 304 & SR16 – Gorst to SR 160)

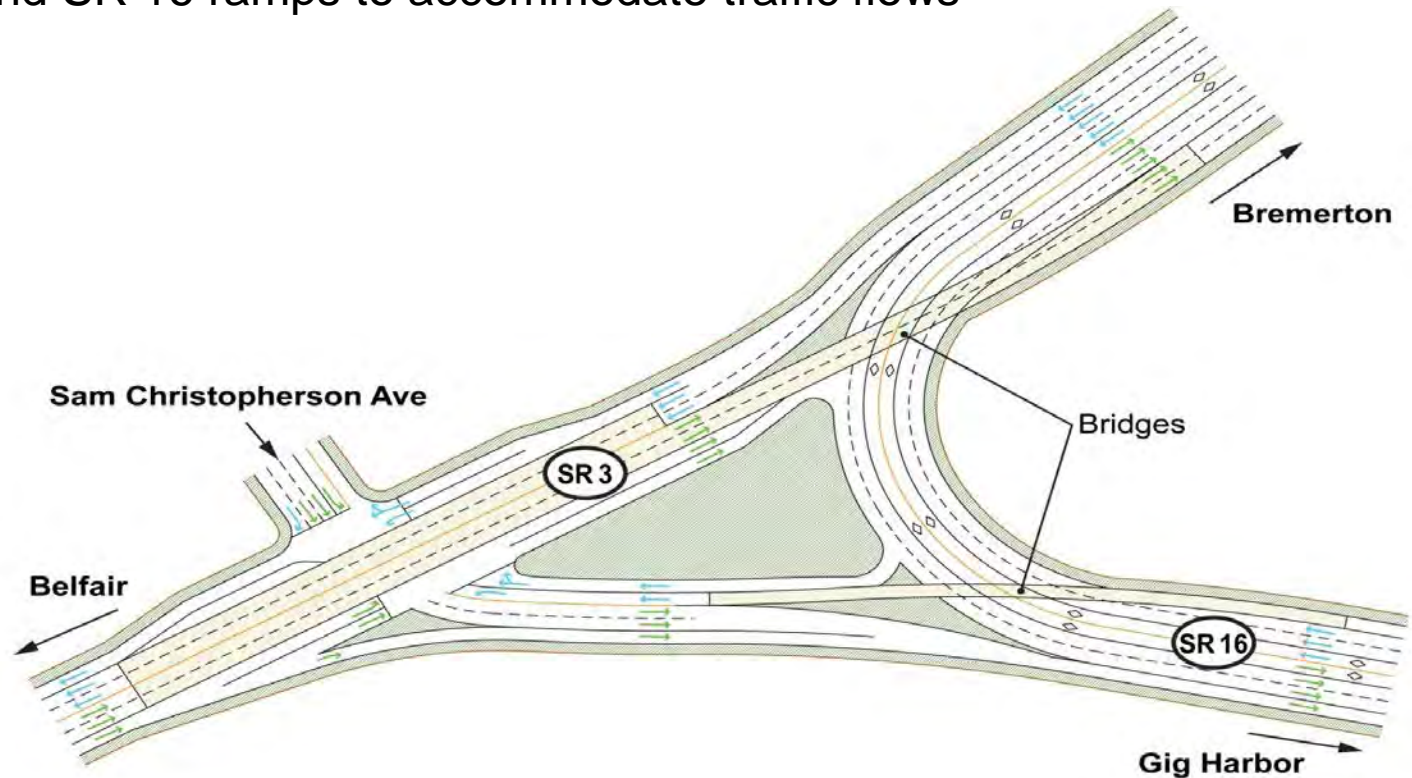




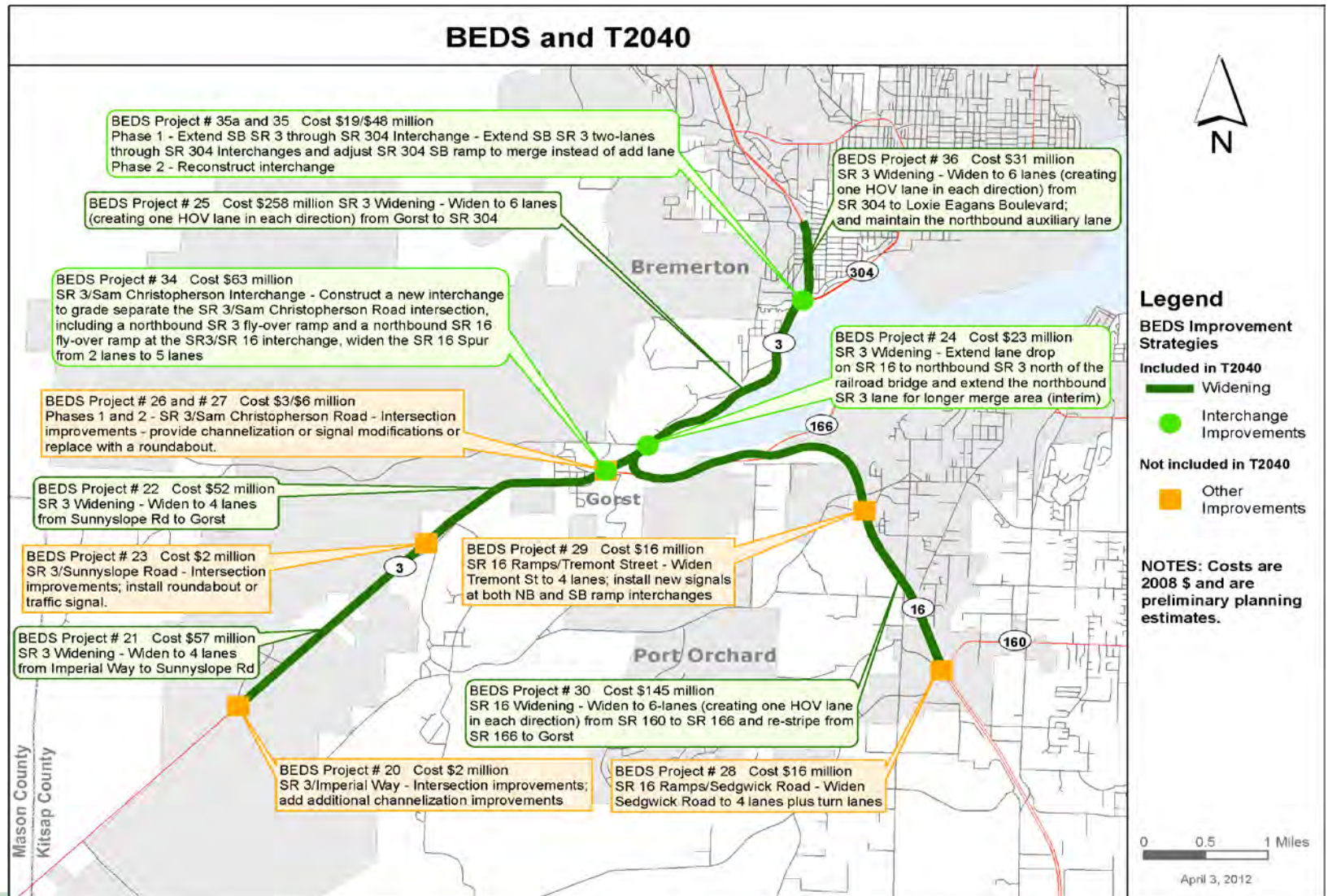
# Gorst Concept

## SR 3 & SR 16 through the Gorst Area – Preliminary Concept:

- Four-lane bridge with shoulders extended over Sam Christopherson Road and the SR 16 ramps
- Continuous HOV lanes from SR 3 to SR 16
- Widen SR 3 and SR 16 ramps to accommodate traffic flows



# BEDS and T2040





# Other non-BEDS Projects and Studies

## Belfair Area Improvements

- Extend the center turn lane
- Provide paved shoulders and sidewalks on both sides of SR 3
- Belfair Area Bypass

## SR 3/Johns Prairie Road

- July 2010 Proviso Report – 3 potential improvements
- Install Signal
- Move the intersection
- Realign JP Road

## Gorst Area Improvements

- Slope stabilization
- SR 3/SR 304 - Environmental Documentation and Preliminary Design - \$500K

# Next Steps

- PSRC Transportation 2040 Amendments
- Projects are adopted into local comprehensive plans
- Projects are included, or will be included, into the Highway System Plan
- Conduct SR 3/SR 304 environmental analysis and preliminary design
- Implement “*Moving Washington*” Principles for projects



RELIABLE · RESPONSIBLE · SUSTAINABLE

# MOVING WASHINGTON

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